

**IN THE SPECIFICATION:**

**CLEAN VERSION OF THE AMENDED PARAGRAPHS**

Please replace Page 10, line 19 through Page 11, line 19 of the specification in its entirety with the following paragraph:

During normal operation of a tractor trailer incorporating valve system 10, handle 33 is actuated so as to open valve 32 and allow compressed air from compressed air source 35 through compressed air conduit 14 and into the valve system 10. Handle 19 is actuated to close valve 20 of the dump valve 16. Handles 28 of valves 26 are actuated so that valves 26 are open and allow for compressed air to travel from channel 30 through conduits 36, 38, 40 and 42 through regulators 21, 23, 24 and 25 respectively and into the air bags associated with each valve assembly. If one of the air bags associated with one of the valve assemblies creates a leak, the corresponding valve assembly is closed by actuating the handle 28 to close the valve 26 of that particular valve assembly. This prevents the compressed air source 35 as well as the remaining three air bags from losing pressure. By sealing off the damaged air bag by closing its respective valve assembly, the other air bags are allowed to continued to function normally. This allows the operator of a tractor trailer to continue traveling until he reaches a service station where a damaged air bag may be repaired and re-inflated. In the absence of incorporating the valve system 10 into a tractor trailer, all of the air bags remain in fluid connection with the air supply source. Therefore, when one of the air bags forms a leak, all of the air bags as well as the pressurized air supply become depressurized. All of the associated air bags will deflate and the trailer will be come immobilized. Furthermore, if the same pressurized air supply is utilized to supply air to the tractor's air brakes, the loss of pressure will result in the air brakes locking up, thereby making the tractor immobile as well. The operator is then required to

call in for assistance to have the tractor trailer repaired at a remote location. This is extremely inefficient as it wastes both time and money. When the present system is utilized, time and money are substantially saved because the operator may continue transporting the tractor trailer to the nearest service station. Those skilled in the art will appreciate that this is a vast improvement over the existing technology.

Please replace Page 12, lines 13 through 21 of the specification in its entirety with the following paragraph:

Figure 2 shows an alternative embodiment of the present invention. Valve system 50 is supplied with pressurized air through conduit 62 which is regulated by inlet valve (not shown). Pressurized air travels through channel 60 and to air bag regulators 54, pressure gauge 56 and outlet valves 58 connected to channel 30 by conduits 59. As with the embodiment shown in Figure 1, the air bag regulators 54 control the supply of pressurized air to the air bags of a tractor trailer. Pressure gauge 56 may be utilized to measure the air pressure within the valve system and the air bags. This allows the operator to check that the air bags are sufficiently pressurized. In addition, those skilled in the art will appreciate that by measuring the air pressure of the air bags and valve system, the overall weight of the load being carried may be readily calculated.

## VERSION WITH MARKINGS TO SHOW CHANGES MADE

Please amend Page 10, line 19 through Page 11, line 19 of the specification as follows:

During normal operation of a tractor trailer incorporating valve system 10, handle 33 is actuated so as to open valve 32 and allow compressed air from compressed air source ~~34~~ 35 through compressed air conduit 14 and into the valve system 10. Handle 19 is actuated to close valve 20 of the dump valve 16. Handles 28 of valves 26 are actuated so that valves 26 are open and allow for compressed air to travel from channel 30 through conduits 36, 38, 40 and 42 through regulators 21, 23, 24 and 25 respectively and into the air bags associated with each valve assembly. If one of the air bags associated with one of the valve assemblies creates a leak, the corresponding valve assembly is closed by actuating the handle 28 to close the valve 26 of that particular valve assembly. This prevents the compressed air source ~~34~~ 35 as well as the remaining three air bags from losing pressure. By sealing off the damaged air bag by closing its respective valve assembly, the other air bags are allowed to continued to function normally. This allows the operator of a tractor trailer to continue traveling until he reaches a service station where a damaged air bag may be repaired and re-inflated. In the absence of incorporating the valve system 10 into a tractor trailer, all of the air bags remain in fluid connection with the air supply source. Therefore, when one of the air bags forms a leak, all of the air bags as well as the pressurized air supply become depressurized. All of the associated air bags will deflate and the trailer will be come immobilized. Furthermore, if the same pressurized air supply is utilized to supply air to the tractor's air brakes, the loss of pressure will result in the air brakes locking up, thereby making the tractor immobile as well. The operator is then required to call in for assistance to have the tractor trailer repaired at a remote location. This is extremely inefficient as it wastes both time and money. When the present system it utilized, time and money are substantially

saved because the operator ~~make~~ may continue transporting the tractor trailer to the nearest service station. Those skilled in the art will appreciate that this is a vast improvement over the existing technology.

Please amend Page 12, lines 13 through 21 as follows:

Figure 2 shows an alternative embodiment of the present invention. Valve system 50 is supplied with pressurized air through conduit 62 which is regulated by inlet valve 52 (not shown). Pressurized air travels through channel 60 and to air bag regulators 54, pressure gauge 56 and outlet valves 58 connected to channel 30 by conduits 59. As with the embodiment shown in Figure 1, the air bag regulators 54 control the supply of pressurized air to the air bags of a tractor trailer. Pressure gauge 56 may be utilized to measure the air pressure within the valve system and the air bags. This allows the operator to check that the air bags are sufficiently pressurized. In addition, those skilled in the art will appreciate that by measuring the air pressure of the air bags and valve system, the overall weight of the load being carried may be readily calculated.